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[021] With reference to Fig. 1, a range-change transmission 1 is shown, which comprises a main transmission unit 17 and a longitudinal auxiliary transmission or auxiliary (transfer) transmission 31 with a controllable clutch 2, for a vehicle not shown in any detail. The auxiliary transmission 31 is made with a planetary gear wheel assembly 3 as the transmission stage or reduction stage for an off-road gear that can be engaged while driving.

[022] A drive torque delivered by a drive motor (not shown) is led into the auxiliary transmission 31 via a drive input shaft 4 and transferred via a first drive output shaft 5 and a second drive output shaft 6 to two drive shafts (not shown) of the vehicle, the second drive output shaft 6 being driven by the drive input shaft 4 via a chain 7. The connection between the drive input shaft 4 and the second drive output shaft 6 can be controlled by virtue of the clutch 2 formed as a disk clutch in such manner that the connection is formed when the clutch 2 is engaged or closed, and interrupted when the clutch 2 is open. The all-wheel drive is therefore engaged or disengaged by means of the clutch [[1]]2 which, in combination with the chain 7, constitutes a so-termed distributor unit for the optional distribution of a drive output torque to the first drive output shaft 5 or to both drive output shafts 5, 6 of the auxiliary transmission 31.